

MOTOR RACING

and
Economy Car News

7th Year-No. 24-Culver City, Calif.

Oct. 19-26, 1962

(Published bi-weekly except last issue of calendar year)

25¢

76,400 See Penske Win at Riverside

SEE PAGE 1



HANDSOME ROGER PENSKE of Gladwyne, Pa., driving the disputed DuPont-sponsored 2700cc Climax-powered Zerex-Duralite Spl., set a new record when he won the 5th annual L.A. Times

MOTORACING photo by Gus V. Vignolle

Grand Prix for Sports Cars at Riverside Raceway at an average speed of 95.6mph. Other photos---Pg. 1 & 4.

HAUSER IN WITHERING BLAST AT VICTOR--PG. 1



MOTOR RACING

and
Economy Car News

7th Year-No. 24-Culver City, Calif. Oct. 19-26, 1962

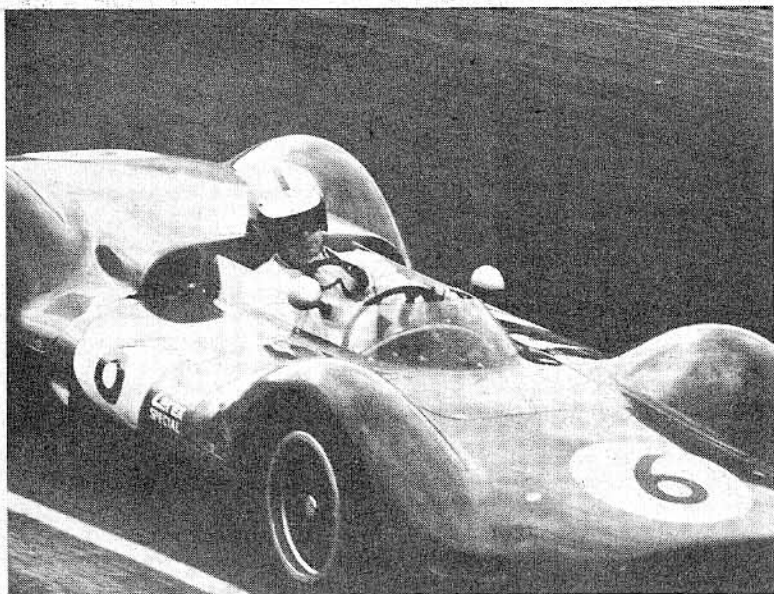
(Published bi-weekly except last issue of calendar year) 25¢

HERE'S PART of the massive crowd of 76,400 which turned out to Riverside Intl. Raceway Oct. 14 for the 5th annual L.A. Times Grand Prix for Sports Cars. The action here is at turn 6, and the car booming through is the

Climax-powered Cooper Monaco of Bruce McLaren, of New Zealand. McLaren was 4th behind Roger Penske, Jim Hall and Masten Gregory. The race was marred by the death of Pat Pigott.

MOTORACING photo by Gus V. Vignolle

Storm Over Penske's Car



MOTORACING Photo by Don Schoenfeld

Winner Penske and Controversial Car

By ERIC HAUSER
MOTORACING Staff Writer

How To Win A Grand Prix Without Actually Cheating or Nine Steps To Public Fame And Private Hell---

1. Get a 1st class mechanic.
2. Get a 1st class driver.
3. Get a 1st class engine.
4. Get a 1st class Philadelphia lawyer to find the loophole enabling you to utilize a single-seat Grand Prix chassis in a sports car race.
5. Get a sponsor with a 3rd class moral conscience to pay the bills.
6. Go out with your submachine gun-type car and shoot down all your friends in their pistol-type cars.
7. Win acclaim of general public as the greatest gun-slinger of them all.
8. Lose respect of wounded gun-slingers, both domestic and foreign, who will continue to fight with pistols in accordance with the Intl. Gun-slingers Code.

9. Get drunk as you contemplate moral aspects of your Pyrrhic victory.

This is an article that I hate to write. I am an easy-going guy. I avoid arguments. I'm not a cru-

IT'S PENSKE AT LAGUNA - - TWO 2nds

By LEE ADRIAN

MOTORACING Staff Writer

MONTEREY, Calif., Oct. 21---The usual-type race report would probably start something like: "Roger Penske took home the lion's share of the SF Examiner's \$20,000 Pacific Grand Prix, placing 2nd in two grueling 100mi. heats, etc., etc., etc., . . ." However, the story is not who

Vignettes
By Gus V. Vignolle

- Pigott Was Swift
- Fiction, Says Hill
- What A Freeload

PAT PIGOTT, who was killed in the LA TIMES race at Riverside, was a quiet, modest driver best known in recent years for his smashing Form. Jr. wins. He was a terrific competitor.

Pat first came to my attention in a race at Sacramento in the fall of 1957. Almost five years ago to the day, JOHN VON NEUMANN blasted a 2.5-liter Ferrari Testa Rossa to a 25s. victory over the late SAM WEISS, then the No. 1 driver in No. Calif., aboard a Porsche RS.

Covering the race for the issue marking the start of MOTORACING'S 3rd year, I wrote: "Third overall and 2nd in the under-1500cc modified class was a terrific driver from Belling-

Continued on Page 3

Climax Folds Up

LONDON, Oct. 21---Britain's Coventry Climax auto racing engine, which powers Lotus, Cooper, Lola and Brabham racers, is going out of business at the height of its fame. "They are uneconomic," according to chairman and managing director Leonard Lee, who said no more will be built after the 1962 season.

Pigott Dies in LA Times Race



Photo by Bob Burbridge

Pat Pigott Died in Riverside Crash

By GUS V. VIGNOLLE
Editor of MOTORACING

RIVERSIDE, Calif., Oct. 14---One of America's foremost road-racing drivers, probably the No. 1 Form. Jr. driver in the US, Pat Pigott, 37, was killed here today at the 5th annual LA TIMES Grand Prix for Sports Cars.

The 200mi. race was won by Roger Penske of Gladwyne, Pa., in a 2700cc Climax-powered Zerex Spl.---a machine disputed by many as not adhering to the rule stipulating that sports cars

should be two-seaters, not single-seaters.

Pigott, a popular driver and car dealer from Bellingham, Wash., crashed his Lotus 23 into the guard rail at turn 9 after completing 58 laps of the 77-lap race. He was trapped in the wreckage under the lower guard rail for at least one-half hour.

Suffering from serious internal injuries and a badly-shattered arm, he was finally freed and removed to nearby March Field AFB Hospital, where he died at 7 p.m., three hours after the crash.

The victim had been experienced. Continued Page 3

dead last on the grid after the entire field was well into turn 1. Bruce hustled his way to a fourth place in the 2nd heat. His fine driving for the two heats netted him a 3rd overall in the final placings.

Then there was the qualifying session that found five drivers destroying Dan Gurney's old record of 1:14.4. Penske was Continued Page 6

Letters to Motoracing

ARIZ. COURSE OUT

Due to circumstances beyond our control the course for our Divisional Race Dec. 1st and 2nd in Phoenix, Arizona, has become unavailable for that date.

We are very sorry to announce this and hope that in the near future we can eliminate the problem of securing a suitable race course in this area.

A.G. HORNNEY
Regional Executive
Arizona Region, SCCA
Chandler, Ariz.

A VERY GOOD QUESTION

As a long time reader/subscriber to MOTORACING, I read every word including Foreign Car Registrations. There are certain thrills here, e.g., will Hansa overtake Morgan, etc.? One thing really bugs me though: Sales figures are usually shown for Pegaso and Lanchester. It seems incredible that either of these cars is still sold. The Lanchester was a Daimler-built, medium-size sedan which was discontinued about 1955 or 1956, and the Pegaso was that fantastic and expensive Spanish car which was discontinued about the same time. I just can't believe that any of these are still sold.

Perhaps Lee Adrian can check up on this. It might be interesting.

DONN LAIRD
Woodside, Calif.

Editor's Note---Lee Adrian and Frank Mason are checking and soon will have the story on this, Donn.

'NOT CUT-AND-DRIED'

...My wife digs MOTORACING over BETTER HOMES & GARDENS. "Beats --- all hollow ... it's not cut-and-dried," says she ...
NAME WITHHELD BY REQUEST
Chicago Ill.

CALLING LONG BEACH MG CLUB

...I was interested to read in MOTORACING about our first sportster, the Interlagos, and also about the Long Beach MG Club. I would like to ask you a great favour---could you please send me the address of the Long Beach MG Club? I have an MG and would like to establish correspondence with that club ...
SERGIO APARECIDO
Santos, S. Paulo, Brasil

Editor's Note---Attn., LB MG Club: his full address is Rua Conselheiro Ribas, 14; Santos, S. Paulo, Brazil. How about sending him the SPOKESMAN?

NO COMPETITION FOR LINDQVIST

Whose "feeling" are you quoting in your recent column criticizing "Doc" Schoenen and me? My "feeling" is that you haven't even bothered watching our races. If you had, you would not write such a remark.

During the last season "Doc" Schoenen's Lotus and my SAAB Special have had physical contact twice---once at Turn 6, Riverside, at which time I was leading, and another time at Turn 9 at Laguna Seca where I believe "Doc's" brakes failed.

With regard to dicing, I think the performance of my car has proved superior to any other car in Class H Modified at present. Now I have stopped racing, partly because I have lacked somebody with whom to dice in my class. I hope this situation will improve next year with the new specifications for Class H.

With regard to "abracadabra," I dare you to look up my record of driving infractions with both clubs. During the last season, I have spun out once (knock on wood) at a Pomona race due to a flat tire.

MOTORACING
AND
ECONOMY CAR NEWS
P.O. BOX 392 CULVER CITY, CALIFORNIA
Published 81-Weekly, Except Last Issue
Of Calendar Year by V. & P., Inc.
Circulation Office:
3862 Westwood Blvd.
Culver City, Calif.
VERmont 7-8636
For the Classified Advertising Department Only: 4041 Marlon Ave., Room 208, L.A. 8 or Phone AX. 2-0287
Gus V. Vignolle ... Editor & Publisher
Anne Evans ... Advertising
Jane Howard ... Secretary
Staff Writers
Frank Mason, Eric Hauser, Marguerite Cook, Isabel Haas, Dennis McCosh
Photography
Bill Norcross, Don Schoenfeld
Advertising Rates on Request
Editorial Office:
3862 Westwood Blvd.,
Culver City, California
Mailing Address: P.O. Box 392
Culver City, California
YEARLY SUBSCRIPTION RATES
Domestic \$4—Foreign \$5
Second class postage paid at
Culver City, Calif., and
additional mailing offices.
Manuscripts, Photos or Artwork Submitted to MOTORACING Should Be Accompanied by Addressed Envelope and Return Postage. The Publisher Assumes No Responsibility for the Return of Unsolicited Manuscripts, Photos or Art Work.
Copyright 1962

During the Six-Hour Enduro at Riverside I was forced off my line in Turn 6 by a slow, but highly publicized Mini-Cooper, at which time I touched the guard rail, but continued on to win Index of Performance and 12th overall ... not bad for a 750cc car, but hardly mentioned in MOTORACING

INGVAR LINDQVIST
Culver City, Calif.

Editor's Note---Brother Lindqvist, unfortunately, does not know the difference between criticism and an admonition regarding over-zealousness on the race course that often has disastrous results. Dr. Schoenen, with whom we talked, and other drivers felt the same way---that this was not a criticism, but a suggestion to ease up. Lindqvist also infers that he is so good he doesn't need to dice with anyone. Hmmm.

Moss Undergoes Eye Surgery

LONDON, Oct. 22—Stirling Moss, British racing ace, underwent surgery in St. Thomas' Hospital today to correct the vision of his left eye.

His condition was described as "satisfactory."

The 33-year old driver, seriously injured in a racing crash last April, said before the operation, "One eye needs to be lifted a little because it is farther down in its socket than the other."

"When it is lifted, both eyes will be on the same level, and it will be easier to look to the left and right without one being out of phase."

Riverside Qualifiers

Roger Penske, Zerex-Duralite Climax, 1:35.0
Bruce McLaren, Cooper Monaco, 1:35.5
Walt Hansgen, Cooper Buick, 1:35.7
Jim Hall, Chaparral, 1:36.1
Jerry Grant, Lotus 19 Buick, 1:36.5
Masten Gregory, Lotus 19, 1:36.7
Lloyd Ruby, Lotus 19, 1:37.0
Alan Connell, Cooper Monaco, 1:37.1
Graham Hill, Cooper Monaco, 1:37.3
Joachim Bonnier, Porsche Flat 8, 1:38.4
Chuck Daigh, Maserati 64, 1:38.7
John Cannon, Dailu Chevy, 1:39.1
Innes Ireland, Lotus 19, 1:39.1
Harry Heuer, Chaparral, 1:39.7
Bob Holbert, Porsche RS 61, 1:40.0
Jack Brabham, Lotus 23, 1:40.0
Bill Weustoff, Scarab, 1:40.3
Augie Pabst, Maserati 151, 1:40.5
Ken Miles, Maserati 61, 1:40.6
Tim Mayer, Cooper Monaco, 1:40.8
Pat Pigott, Lotus 23, 1:41.2
Don Hulett, Porsche RS 61, 1:41.7
Frank Monise, Lotus 23, 1:41.7
Don Wester, Porsche RS 61, 1:41.7
Bob Donner, Porsche RS 61, 1:42.1
Bill Boldt, Kurtis Pontiac, 1:42.2
George Sabin, Lotus 23, 1:42.6

LEW SPENCER IMPORTS, Inc.

2042 S. Sepulveda West Los Angeles 25

(Between Olympic and Santa Monica Blvds.)—GR-7-6739

SO. CALIF. ALPINE RACING HQ.

SUNBEAM ALPINE -- MORGAN

Maintenance, Preparation, Tuning for Street, Racing or Rallying
Sales -- Service -- Parts

Economy Car News Column

Because of the extensive written and pictorial coverage of the Riverside and Laguna Seca races, the **ECONOMY CAR NEWS** column is omitted from this issue. It will be resumed in the next issue.

Hauser on Penske Single-Seater

Cont. from Page 1

sader. Until the other day, I hadn't anything to say worth printing. But at the Riverside Grand Prix on Oct. 14, I got mad for the first time in over a year.

No injustice was done to me. Nobody pushed me around. But the sport we love was delivered a foul blow below the belt, and I think there is a tremendously important issue to be decided. I'll try to furnish you with enough facts and opinions and observations to enable you to decide for yourselves.

Let me first indicate why I am forcing the issue at this time. If a satisfactory solution to the issue at hand is not promptly forthcoming, the American branch of FIA, along with American standards of fair play, will be ridiculed and held in contempt by both our foreign and domestic racing friends. Furthermore, the high-principled element which has contributed so much to our sport is very likely to abandon its participation in disgust, and switch its interests to some other sport.

It doesn't take too much imagination to visualize what would happen to big-time road racing in the US if Briggs Cunningham, Jim Hall, Harry Heuer, Frank Harrison, Frank Arciero and Rosebud Racing all said, "The hell with road racing; let's buy a yacht!"

PRIMARILY A SPORT

Before I tee off on the object of my concern and anger, I would like to establish a point of departure. Sports car racing in America is primarily a sport---not a business. Nearly all participants are in agreement on this.

Having established a frame of reference and a point of view, I will state the issue that so concerns me. Generally, it is this: I believe there has been a gross miscarriage of justice. Every one of the eight well-known foreign FIA members at this race agree with me.

Specifically, it is my considered opinion that Roger Penske, winner of the Riverside Grand Prix for Sports Cars, has violated both the spirit and letter of the FIA Regulations for Sports Cars. Paragraph G on page 10 of the USAC Official Competition Rules, Special Road Racing Regulations for 1962, is taken verbatim from paragraph 206 in the Intl. FIA Regulations for sports cars.

It states as follows: "Coach work must be completely finished and offer no makeshift element. They must offer at least 2 seats of equal dimensions located ON EITHER SIDE of the longitudinal axis of the car, and of the same height, etc."

Now, this particular rule, while not very cleverly drawn up, was clearly intended to ban the adaptation of single-seat Grand Prix chassis for sports car use. It explains why all the other sports car constructors have not bothered to make a direct and obvious conversion of their Formula cars into sports cars.

The closest attempt is probably the Lotus 19, but even in

this case, major structural frame alterations were introduced. Everyone except Penske has been deterred from this attempt by either technical, financial or ethical considerations. Some people insist Penske is merely smarter than anyone else, and that no one else ever had the idea. Oh sure. Hell's bells! Everyone who ever wanted to win a race has had this idea. I believe the majority were deterred by the ethical aspects.

SEAT IN CENTER

I have it straight from Alfred Momo that the Penske chassis is a Grand Prix chassis. Since it carries a 2.7-liter Climax engine, I presume this chassis is one of the latest refined versions as used in the Intercontinental Formula races last year. My own inspection of this chassis failed to reveal any noticeable or obvious changes in the frame. The driver's seat and steering wheel appear to be in the center of the chassis, from a longitudinal basis.

I was told by an official that the seat had been moved one-half inch to the right to take advantage of a loophole-type of interpretation of the seat position regulation earlier quoted. This is gamesmanship of the worst order, and a playunworthy of a true sportsman.

Penske, however, is not solely responsible for the present sad state of affairs. I have the word of Walt Hansgen that Penske received approval from USAC prior to the construction of the car. Under this circumstance, USAC appears to be guilty of being derelict in its duty to the hundreds of car owners who have willingly complied with the spirit of the regulation in question.

If Penske's car is truly legal, then several million dollars worth of sports cars became obsolete junk overnight. Penske has indeed made a significant contribution to the sport. Do you recall the motto of the "Old Guard" which nursed sports car racing through its growing pains? It was "pour le sport." Obviously French was not one of Penske's better subjects at Lehigh.

ANOTHER VIOLATION

I have covered only the ethical aspects of the situation up to this point. I now state that in my opinion the Penske car also violates the letter of the USAC-FIA regulations. The following rule is contained on the same page as the previously quoted regulations:

"The passenger's place shall remain available during the whole of the event. It shall not be either partly or totally covered and shall offer THE SAME CONDITIONS OF COMFORT, ROOM, AND PROTECTION as that of the driver's."

This means that the A plus B plus C seat dimension regulations apply to the passenger's seat also. How USAC could clear Penske's car in view of this regulation is a mystery to me. It is also a mystery to the following well-known and well-informed constructors and drivers from Europe who stated unequivocally that this particular car would NOT pass an FIA technical inspection in Europe---John Cooper, Jack Brabham, Joe Bonnier, Bruce McLaren, Innes Ireland, Ken Miles, Baron Hushke von Hanstein and Masten Gregory.

to Page 6

BELL SOOTX HELMETS
SEE YOUR DEALER
SEND FOR Free BROCHURE
BELL AUTO. PARTS, INC.
3633-N. E. GARDEN AVE. • BELL, CALIFORNIA • EMU 4-5228

HOLLYWOOD SPORT CARS



Parts dept. open all day Sat. Largest BMC parts in Los Angeles.
Hollywood 4-4127. Sales-Hollywood 4-6161. 5766 Hollywood Blvd., Hollywood, Calif.

SPORTS CAR OWNERS

Made to Sports Car Specifications,
Pirelli Tires Are The Unchallenged
Choice of International Drivers ...
Precision Engineered For Perfect
Road-Holding At All Speeds And
All Weather Conditions.

The Finest Tires Money Can Buy.
Also Available: Regular And
Compact Sizes.

PIRELLI
italian tires of superb quality

Importer: So. West U.S.
FIVE STAR TIRE DISTRIBUTING COMPANY
For Nearest Dealer Call
HO. 9-4377



Vignettes

BY GUS V. VIGNOLLE
NO US RACING FOR PHIL HILL;
AL PAPP INTL. COORDINATOR

Continued from Page 1

ham, Wash., who closed with a rush to overtake RICHIE GINTHER, in a 2-liter von Neumann Ferrari, on the 47th lap. He is 32-year-old Pat Pigott, tooling a 1500 Mk. 11 blue Lotus he bought from JOHNNY FOX.

"DON DICKEY of Alleghany, Nev. County, is a driver who ought to pay So. Calif. races a visit. He, like Pigott, is good, and he'd give a lot of the Southland boys a good raffle."

In the intervening years we saw Pat at Sebring, Nassau and other courses, and exactly one year ago we saw him win at Marchbanks Stadium in Hanford, Calif. I chatted with him, and he was very excited over his new Lotus. We carried his photo, taken by BOB BURBRIDGE, on the cover. It is the same photo that appears on Page 1 of this issue.

May he Rest In Peace.

Less and less cheers for Ferrari because the US can't see the red Form. 1 cars. They weren't at Watkins Glen last year because Ferrari had the championship all sewed up. PHIL HILL, the champion, stuck around taking photos.

Ferrari wasn't around this year either. The Italians, cooled royally by the British, were hopelessly out of it, so there was no point in coming over. This gave Hill a chance to shoot more pictures.



Jim Parkinson



Joe Perry

While he was kicking his heels, the rumor got around that ENZO FERRARI had sacked him.

KEN RUDEEN wrote in SPORTS ILLUSTRATED that "...the news was already spreading that Phil Hill had been fired by crotchety old Enzo Ferrari. Hill allowed that the firing was fiction, but on Saturday afternoon he put on his pale-blue driving coveralls and ripped off eight laps in the Porsche of Sweden's JOAKIM BONNIER. ..."

Earlier, MIKE TEES in London's MOTORING NEWS, wrote that Hill was told "that Enzo had announced he had 'sacked' Hill, but Phil hadn't been told direct!"

All Fiction, Says Phil Hill

Other rumors have Hill driving for Porsche or BRM next year... so before putting this Snapper-Wrapper to bed, I called the usually-communicative Santa Monica and asked him about the chatter.

He said: "All the talk about the firing is fiction. There is nothing to it. I have not been told anything by Ferrari."

"In other words, the status quo?" I asked. "Yes," he replied. But he did add that he had been relieved for the last two races (Grands Prix of US and So. Africa), meaning, no doubt, that he was free to grab a ride with someone else if he could.

All I can say is that Hill has been very loyal to Ferrari, and, withal, patient over the years. Most observers lauded DAN GURNEY and RICHIE GINTHER for dropping the Ferrari gruel and moving over to Porsche and BRM, respectively.



MOTORACING photo by Gus V. Vignolle

Jim Hall and Announcer Earl Callicutt

Freeload of the Fortnight

After JIM PARKINSON'S fabulous party marking the grand opening (typical Hwd. premiere, kleig lights, etc.) of his lavish Italiano Motors on the Sunset Strip, it is a miracle of miracles that I did not wind up in the Wine Tank at the Lincoln Hts. clink. This was the greatest opening of them all---the pizza, vino (Barné) and entertainment unsurpassed. Previous best was CHIC VANDAGRIFF'S Hwd. Sport (cq) Cars.

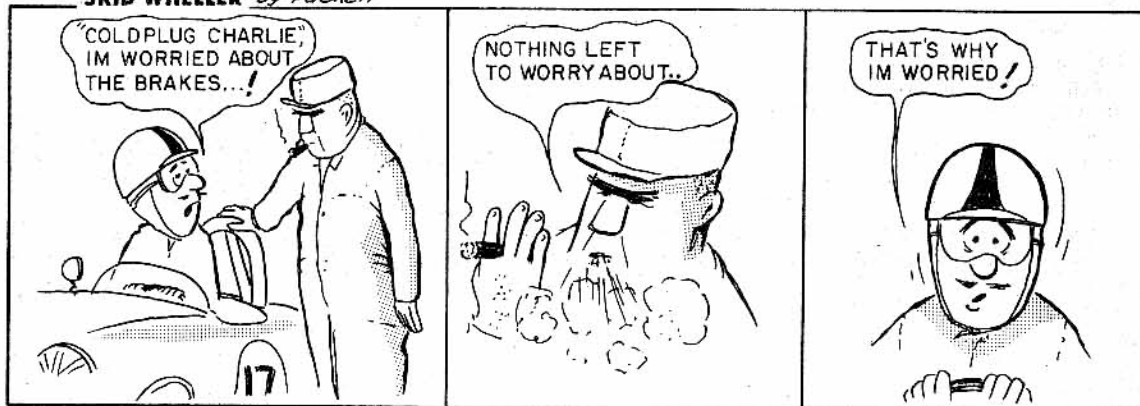
Here, I learned that one of Parkinson's ace salesmen was one BILL SMITH, who some years ago while living in Salt Lake read an ad in MOTORACING to the effect that JERRY AUSTIN had his green D-Jag on the block. Smith, who owned a sports car emporium at the time, had a yen for a D-Jag, flew to LA, gave Jerry a check and drove the big racing machine back to Salt Lake. Bill and his beautiful wife LORRY helped conduct guests through the vast Italiano Motors layout.

Enter to MOTORACING'S Hall of Fame

JOE PERRY, chief of Riverside Intl. Raceway, who has done more to better the place than all the rest of the guys who were there before him put together... the new bridge to the infield, oiling and

Continued Page 7

SKID WHEELER by PUCKET



USSCC Slates Pomona Races Nov. 17-18; Dodger Stadium Card Postponed to Nov. 11

76,400 See Penske Win

From Page 1

cing trouble with the rear suspension of the 1498cc machine. From 20th place at the end of lap 1, he worked his way up to 8th on lap 51, holding this position through lap 55. Then his troubles started. He spun at turn 7, and faded to 14th.

He started climbing again and gained one position, which he held through laps 57 and 58. The car spun out of control going through the sweeping turn that leads to the start-finish line.

Pat had racked up impressive Form. Jr. victories in a Lotus all over the country, and last December finished 2nd to Pete Lovely, with whom he was bracketed as the best, at Nassau. This pair was in the same class or above the grade of easterners Tim Mayer, Floyd Askov and Walt Hansgen. Pat had been racing Form. Jr. and sports cars six or seven years.

His wife, Virginia, was with him at the hospital when he died. He also leaves three children. Last August, his mother, the former Mr. Paul Pigott, married John A. McCone, chief of the Central Intelligence Agency, America's No. 1 spy organization (Read VIGNETTES for other details on Pat Pigott)

All kinds of records fell here today. The crowd was 76,400, the biggest of the five races promoted by the LA newspaper. It probably provided the biggest cut for the Times-Mirror Charities.

Penske was timed in 2h5m40s for a record average of 95.6mph, topping the mark of 94.06 set by Jack Brabham of Australia in a Cooper Monaco last year. Penske, 25, sales engineer, is a fine driver who first gained top recognition as one of the Ace eastern Porsche drivers along with Bob Holbert, both the equivalent of Ken Miles out here.

14-SEC-VICTORY

Penske won by 14 seconds over Jim Hall, Midland, Texas, in a true sports car, the Chevy-powered Chaparral, built in Culver City by Troutman-Barnes. Four seconds behind Hall, in third place, was bespectacled Masten Gregory, an American from Kansas City now living in Paris and who drives for UDT/Laystall in Europe. He piloted a Lotus 19 today. Fourth, more than 1 1/2 m. behind the winner, was Bruce McLaren of New Zealand, who was second last year, in a Cooper Monaco. Innes Ireland of Scotland was 5th and 1st in the under-2-liter class with his 2000 cc Lotus Monte Carlo.

Specialists in Service for
Jaguar, MG & Austin Healey
Now Specializing in LANCIA
OSSIE & REG
5406 W. WASHINGTON
(Corner Washington and Hauser)
Los Angeles 16, Calif.
WEbster 4-2665

The LA Chapt. of the US Sports Car Club, affiliated with USAC (former LA region of SCCA), announced at presstime, through its president, Jim Peterson, that it would stage its next races at LA County Fairgrounds in Pomona, Nov. 17-18.

Meanwhile, the rival Cal Club region of SCCA said dates for the Dodger Stadium races had been changed from Nov. 3-4 to Nov. 10-11.

There has been opposition to the staging of races at the Chavez Ravine baseball stadium site, with a hassle existing over zoning regulations. A meeting is still upcoming to determine if the races can be staged at all.

USSCC has staged two successful meets so far this year at Pomona.

Since merger negotiations between the two clubs have failed, it is not known at this writing whether the Cal Club again will threaten to ban drivers racing at Pomona.

Another development: the Palm Springs races, changed from Form. 1 to sports cars and moved from Nov. 18 to Nov. 25, are now definitely off. They will allegedly be held next year.

Best by a western driver was the 6th spot taken by Ken Miles in a Birdcage Maserati. Eighteen cars finished, 15 didn't---almost the same as 1961, when 19 finished and 14 were DNFs.

This was the first big race (it is the biggest sports car race in the country) over the new 2.6mi. course which previously measured 3.275mi. And on lap 49 Hall posted the fastest time, 1m30.5s.

The real story from the competitive standpoint was the performance of Dan Gurney of Costa Mesa, driving Frank Arciero's Lotus 19, a car that is more often than not plagued with woes. Gurney was the best driver today---and he got the most cheers, but the machine did not hold up. He just can't seem to make the grade at his former home town of Riverside.

Penske, fastest qualifier with a lap of 1:35 Friday, led the first 37 laps. Gurney took over from lap 38 through 58. Then the throttle linkage broke on the Lotus 19, Dan tried twice to get going again, but it was no soap.

WINS CONSOLATION RACE

As is nearly always the case with Gurney's Lotus, it was not ready for Friday's trials; so the only hope for him today was through the 10-lap consolation race. In this one, Dan was far back in 6th place most of the way, by lap 8 he was 5th, then 2nd and 1st by 4sec. over Jack Nethercutt's Lotus 19. Gurney averaged 89.6mph.

Now, at least, he was in. He was in the same way that Penske got in for the 1961 race---by winning the consolation 10-lapper in a Cooper-Climax at a 91.1 mph average.

In the big race, Penske shot into the lead at the start---and he was flying. For the most part, the first five finishers were high up in contention during most of the pace. Additionally, Walt Hansgen was up there in 3rd place in the early going with his Maserati Tipo 151. But after the 7th lap he faded from 4th to 28th and became a DNF with mechanical trouble on lap 15.

Continued to 5

- ★ MG—New & Used
- ★ HEALEY—New & Used
- ★ SPRITE—New & Used
- ★ TRIUMPH—New & Used
- ★ SUNBEAM—New & Used
- ★ JAGUAR—New & Used
- ★ ALFA—New & Used
- ★ RENAULT—New & Used
- ★ PEUGEOT—New & Used
- ★ HILLMAN—New & Used

LARGE STOCK OF
USED IMPORTS

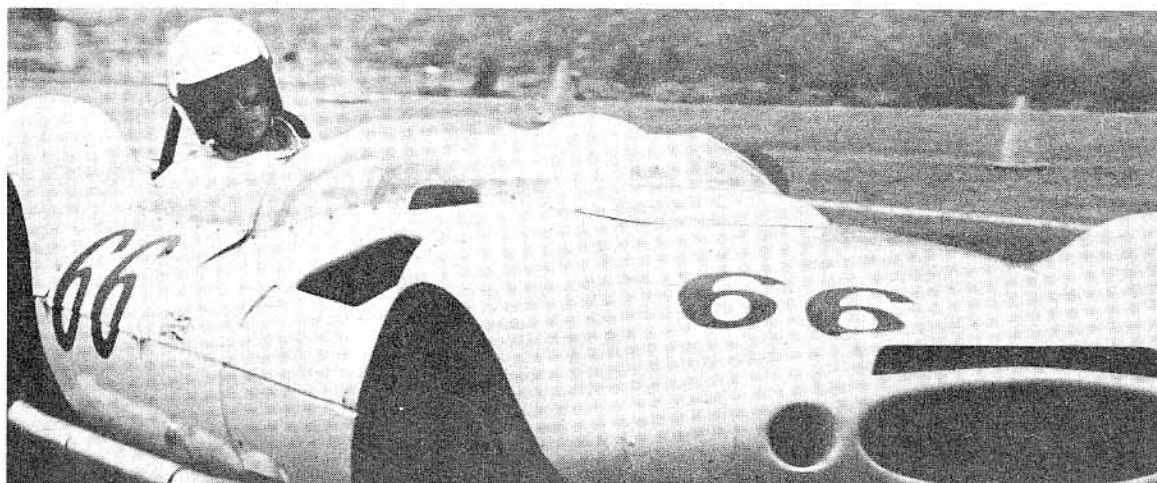
**NICK
PASTOR**

3451
FIRESTONE
South Gate,
California
LOraine
7-2161

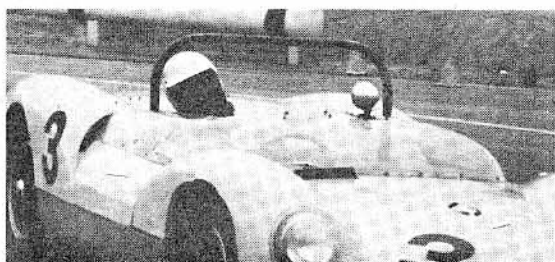


Ferrari BR 2-0891
CR 5-5369
SALES & SERVICE
**OTTO ZIPPER
MOTORS INC.**
9231 OLYMPIC, BEVERLY HILLS
SPECIALIZING IN COMPETITION TUNING

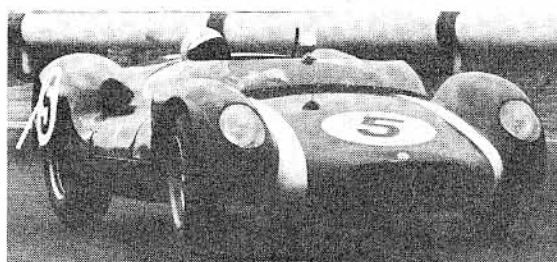
Riverside Photo Highlights...



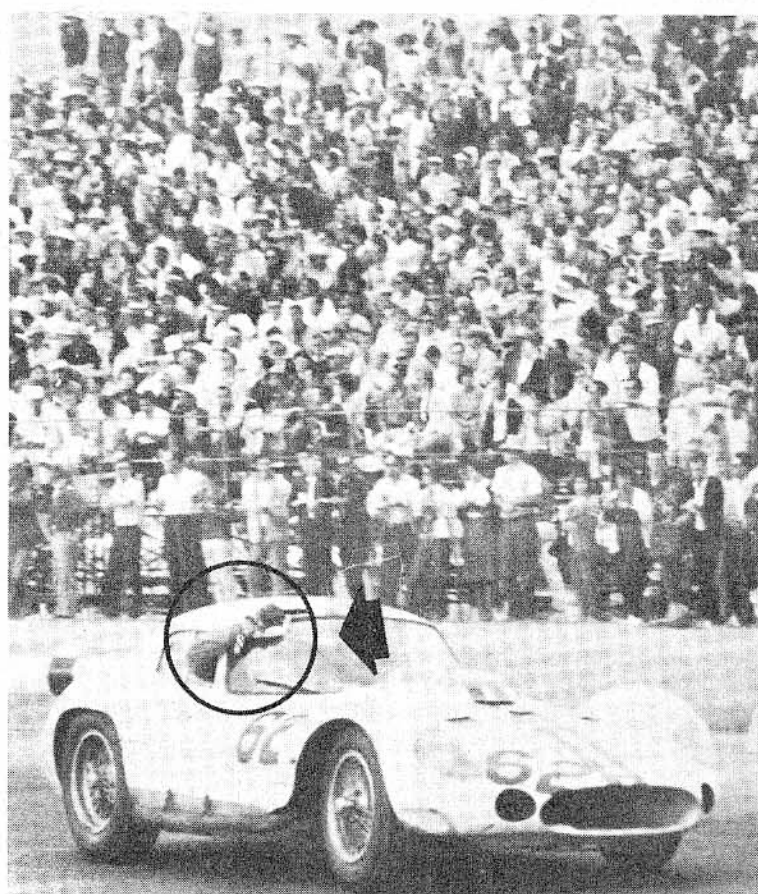
2nd--JIM HALL (Chaparral Chevy)



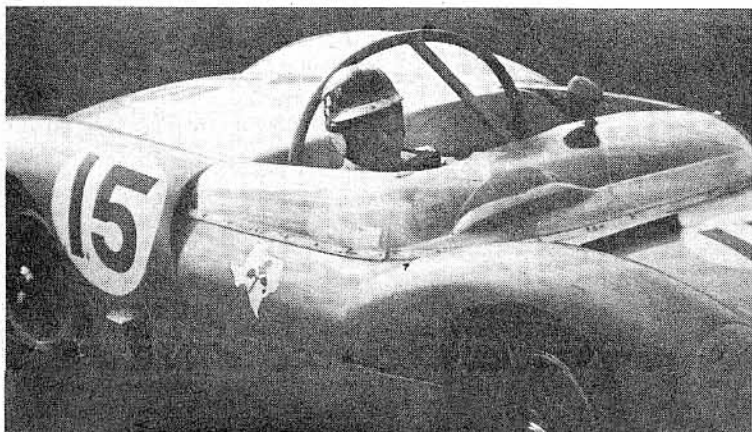
3rd--MASTEN GREGORY (Lotus 19)



4th--BRUCE MC LAREN (Cooper)



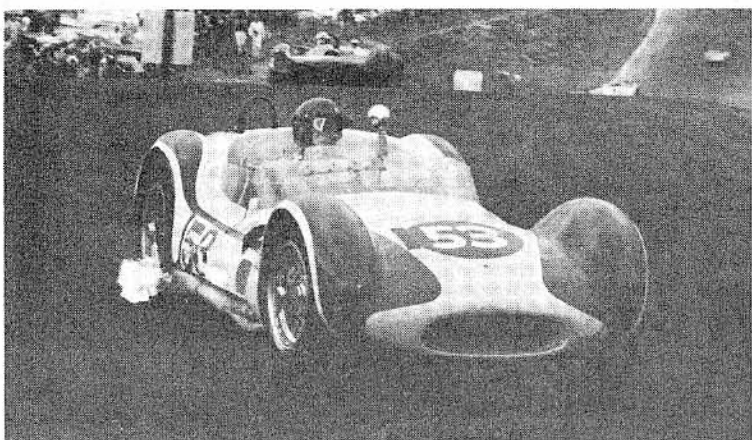
Triangle photos by Jack H. McGinnis
CHUCK DAIGH booms through turn 6 and uses a new-type windshield wiper (circle) on his Maserati Tipo 64. The former Times race winner was 11th.



5th--INNES IRELAND (Lotus 19)



DAN GURNEY (Lotus 19) Thrilled Huge Throng



6th--KEN MILES (Birdcage Maserati)

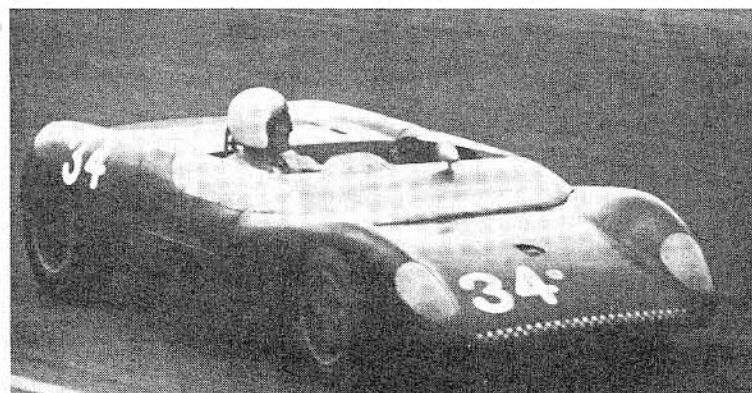


3-Hr. Enduro Winner--DOUG HOOPER (Stingray)

**MOTORACING Photos by
Don Schoenfeld**



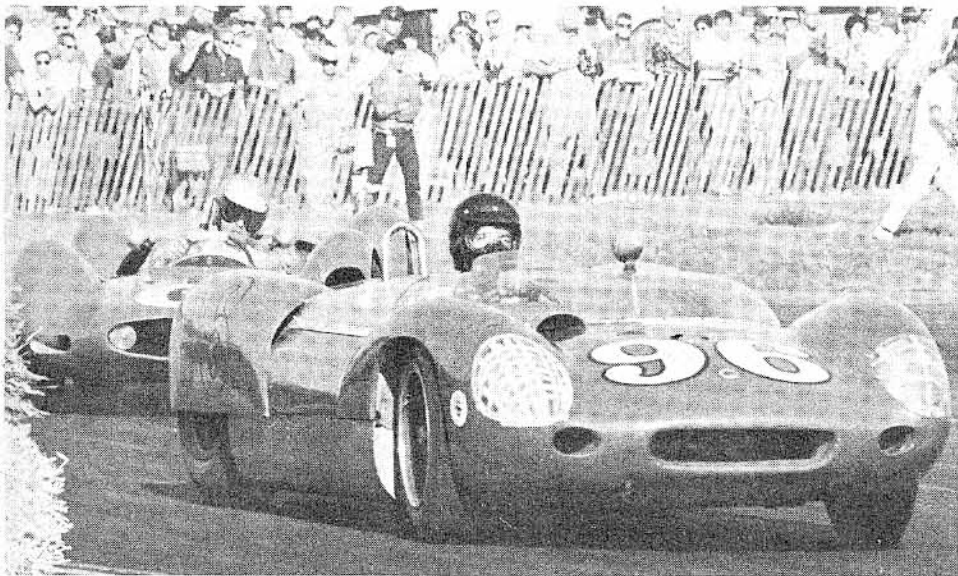
ANYBODY WANT to buy a car? Shot was taken at Riverside Raceway by Photog Jack H. McGinnis, who tried to sell his just so he could leave on foot. Crowd at races was 76,400, a record.



PAT PIGOTT--Shortly Before He Crashed

And the Action at Laguna. . .

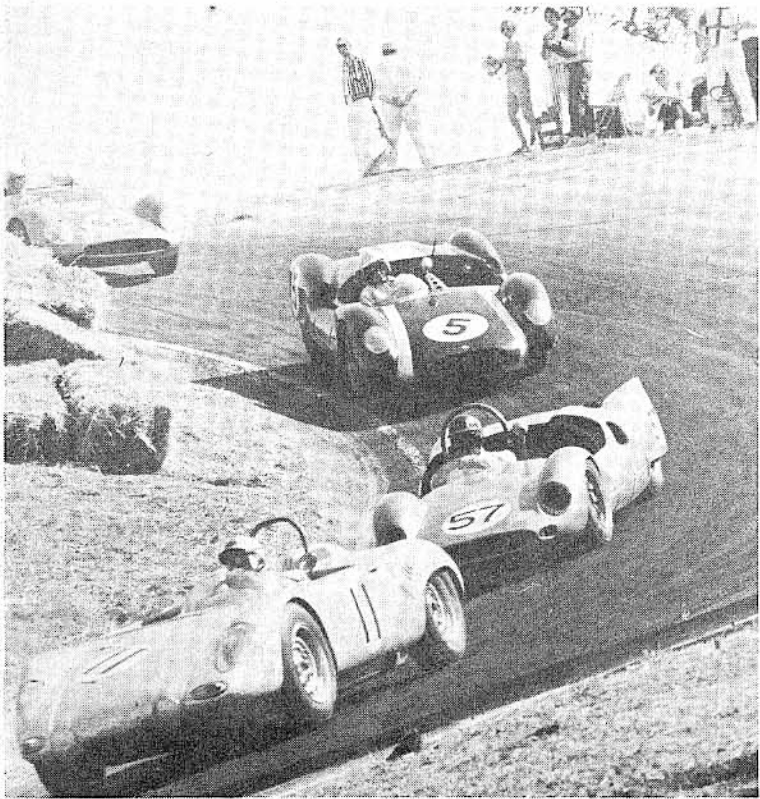
MOTORACING Photos by Manuel Otumba



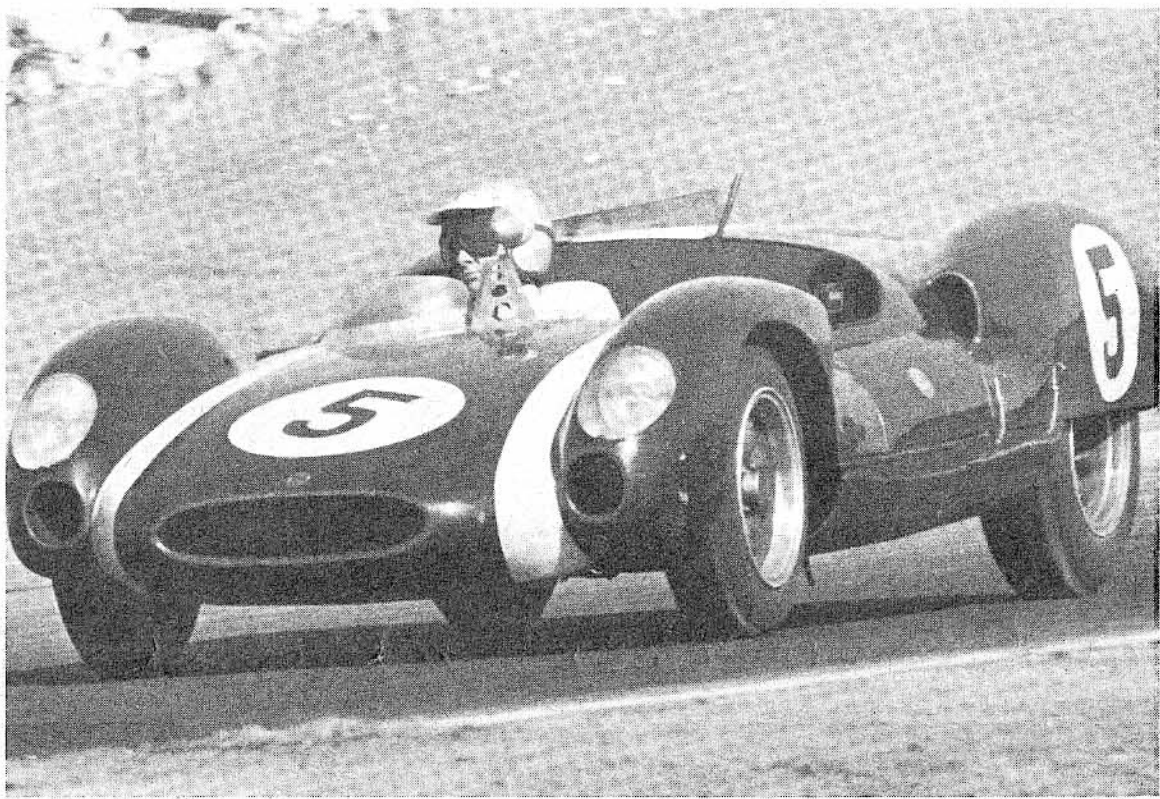
Gurney Leads Penske in Pacific Grand Prix



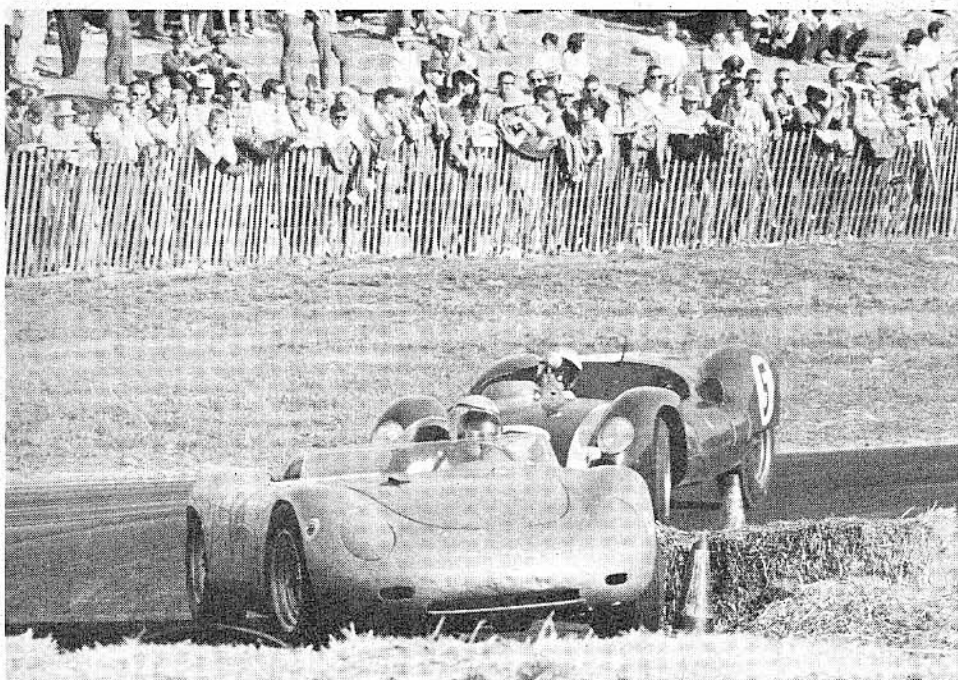
Lloyd Ruby (Lotus 19) Passes Gurney at Turn 9



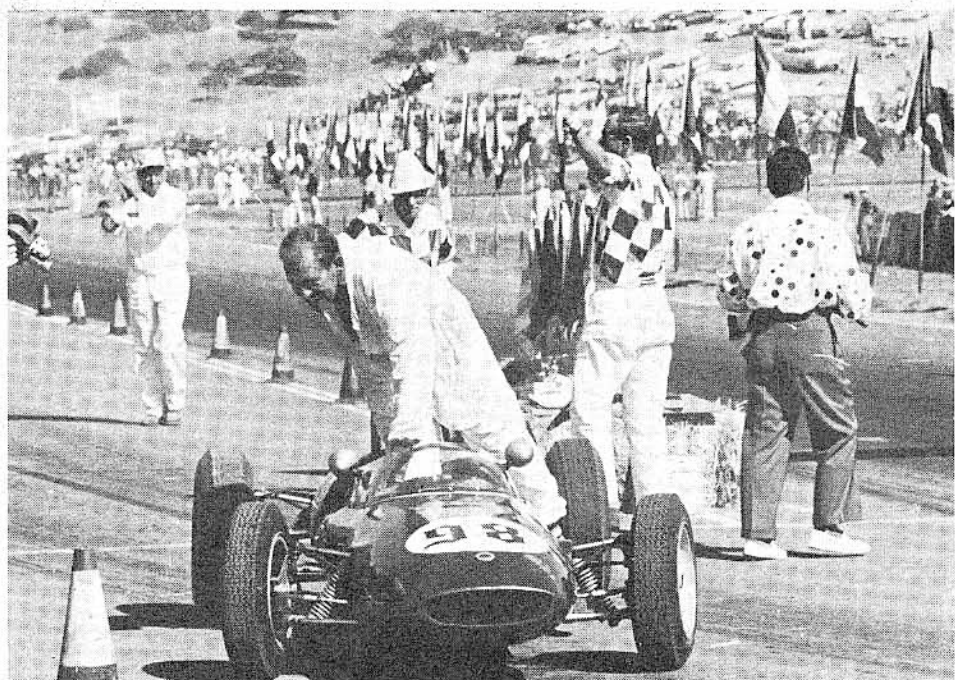
Bonnier, G. Hill, McLaren and Connell



Terrific Comeback by McLaren Before 67,500



Bob Holbert Won Under-2-Liters, Leads McLaren



Ed Leslie Led Jrs., Then Pushed Car Across Line

Penske Riverside Winner

Continued from Page 3

Miles drove his usual wary race, being 22nd at the end of two tours, but gradually working his way up in the flame-belching Maser until he was 6th at the finish.

But the real spectacular surge was that provided by Gurney. He was 19th at the end of the 1st whirl. By lap 5 he was 8th; 7th on lap 7; 6th on lap 8; 5th on lap 9; 4th on lap 10; 3rd on lap 13; 2nd on lap 15, passing Gregory and Hall. He remained in the No. 2 slot through the 37th.

The massive hometown crowd went wild when Gurney overtook Penske through turn 9 on lap 38. There was no containing the masses. He kept pulling away from Penske until lap 59, when Penske took command after the broken throttle linkage. Gurney streamed through the pits, gave it another whirl but hit the fence once on the course again, and finally withdrew for good.

It was on lap 58, too, when Gurney had his trouble, that Hall overtook Gregory for 2nd place. Practically all the way since lap 5 it had been Gregory, Hall and McLaren in the 3-4-5 spots.

There were no changes in the late stages of the race, only Miles threading his way through the pack for his eventual 6th.

Also, give credit to Lloyd Ruby of Wichita Falls, Texas, who drove a Lotus 19 for Frank Harrison. In the early going he was right up there slugging it out with McLaren for 5th place. But he finally retired with a broken transmission.

What happened to some of the other big names of road racing who were here for the big splash?

Among the DNFs were Graham Hill of England, Cooper Monaco, present leader for the world's Form. 1 championship, out with brake and transmission woes, and Joakim Bonnier of

Sweden, the new Porsche Flat-8, out with broken valve springs. Rodger Ward, two-time Indy winner, fractured several vertebrae when his Chaparral crashed in Friday's trials.

Two former winners of the Times race finished far down—Chuck Daigh (1958), Maserati Tipo 64, 11th, and Jack Brabham of Australia (1961), former two-time world's champion, Lotus 23, 16th. Bill Krause (1960 winner) never got to start. His Elva-Maserati was a DNF with a twisted transmission shaft in the consolation race.

Other finishers: 7. Augie Pabst, Maserati Tipo 151; 8. Bill Weustoff, Scarab-Chevy; 9. Don Wester, Porsche RSK; 10. Bob

Donner, Porsche RS; 11. Daigh; 12. Don Huette, Porsche RS61; 13. Harry Heuer, Chaparral-Chevy; 14. Ron Dykes, Maserati; 15. Pete Lovely, Lotus 23; 16. Brabham; 17. Alan Connell, Cooper Monaco; 18. George Grinzewitsch, Cooper Monaco.

Prize fund, lap and accessory scratch brought the total of the rich race up to \$32,225. Penske's cut was \$12,750.

The race had an FIA-USAC sanction, with the "technical staging" in the hands of the Cal Club region of SCCA. Ironically, the rival club, USSCC, an adjunct of USAC, had the door shut in its face by the Times' race director, Glenn Davis.

Two 2nd Places Pay Off for Penske

Continued from Page 1

quickest in his Zerex-Duralite-Cooper-cum-Formula-1-Climax at 1:13 flat. Indy ace Lloyd Ruby surprised the experts, hustling J. Frank Harrison's Lotus 19 around to the tune of 1:13.2. Somebody asked Ruby if he could run the race at those lap times. He answered, "Heck no, I can't stand being scared that long!"

Then McLaren, driving John Cooper's latest, qualified at 1:13.9, with Walt Hansgen, driving McLaren's 1961 Cooper fitted with a TRACO Buick next at 1:14.1. Proving that big front-engined cars aren't all that obsolete, Jim Hall gunned his Chaparral through at 1:14.2. All five of these record-shattering times were set the first day. For comparison, Moss's 1960 qualifying record was 1:16.

With only four minutes of qualifying time left, Don Hulet, who had been bumped, went out for one more crack at making the program. With all the Porsche contingent on hand for a rooting section, including the factory racing director, Huschke von Hanstein, Don was a determined boy. He was better than a full second away from making the program. He blasted out of sight over the hill, came down through 7 and 8 like they didn't exist, and handled 9 equally as well. When his time was announced, not only did the Porsche delegation go wild, but the entire pit area was in an uproar. Don had knocked a full one-and-one-half seconds off his previous best lap.

When he came into the pits, we asked him what he did. "I just told myself," he said, "I'm either a race driver or I'm a fink!"

After Hansgen had qualified, his Buick engine came apart spreading crank throws all along the course and it looked like he was out of it. But some fancy maneuvering in the wallet department of Briggs Cunningham, with a little liaison work by Lester Nehamkin, produced a chartered plane and a quick flight up from Southern Cal with another

TRACO-built powerplant. Speaking of TRACO, they sold the engine out of Ward's Riverside Chaparral to John Cannon for his Bardahl-sponsored Dailu Spl. This particular mill was dyno-ing out at 416hp.

DOWN ON POWER

Gurney, who felt down on power because he was still running an old-fashioned 2.5 Climax (most of the big weenies nowadays are running the 2.7s, of which there were 12 originally. Now Climax is making 10 more), didn't go as quick in qualifying as he did last year, but that didn't prevent him from taking the lead on the 9th lap of the first heat, and to win it going away. He averaged 89mph. Initially, Penske grabbed the lead, followed by Hansgen, McLaren, Gregory, Ruby, Ireland, Hall and Gurney. Then as the pack negotiated the corkscrew, McLaren was tapped off the road and, going into 9, Ruby lost it. Next time around Gurney was 2nd with Ruby somewhere in the middle and McLaren starting to thread his way back up from last.

As Gurney crossed the line on the last lap for the checkered flags, a piece of his car came off and rolled up into the dirt. Photog Les Nehamkin spotted same and chased it up the hill. It turned out to be the generator pulley, and without this item Dan would never have been able to start the 2nd heat.

Penske was 2nd, 6sec. back, then McLaren, Ruby, Hall, etc.,

The second heat was a thriller. Penske outdragged Gurney (2.7 vs. 2.5 again) at the start. This time it only took Dan's four tours to get past Penske's controversial creation, and Ruby, who decided stuffing it on the first lap was for the birds, likewise caught and passed Penske. Then Lloyd set out after Gurney. Boy did this make a show. Ruby was less than three lengths behind Gurney, pressing with all his might. You've got to hand it to Ruby—after all he's really pretty new to sports car racing in this

Rodriguezes Win

MONTLEHERY, FRANCE, Oct. 21 —Pedro and Ricardo Rodriguez of Mexico, alternating at the wheel of a Ferrari, won the 1,000 km. Paris sports car race. They covered the distance (621.4 mi.) in 6h.21m.58s. to break the old record for the event which they set in winning it last year. Ferraris took the first six places.

league, and his record on the oval circuits, including 7th at Indy this year, can't be treated lightly either.

Gurney Goes Wide

He finally got by Dan on the 27th lap, as Dan went wide. Ruby once in command, looked like he was born in a Lotus 19, not being shaken in the least having a driver the caliber of Gurney right on his tail. Gurney soon began to drop back slightly, and on the 34th lap made some frantic arm signals for his pit crew. They weren't sure what was wrong, but they had everything ready from baling wires to tires.

One lap later Dan came in. His ring and pinion gone, the race was now between Penske and Hansgen. Ruby, well in command, was a cinch first, barring mechanical troubles, but if Hansgen, who was only seconds behind Penske could take him, it would knock Penske out of his first overall position by taking 2nd in both heats.

Try as he might, Hansgen just couldn't catch Penske. The finishing order of heat 2 then was: Ruby, (91mph), Penske, Hansgen, McLaren, Holbert, etc.

The overall picture found Penske on top, the first time any one driver won both Riverside and Laguna Seca, with Ruby second and McLaren third. Hansgen's mechanical woes in the first heat dropped him to 10th. At the Victory feed, Penske was thrilled to have won both Riverside and Laguna, not to mention the \$13,850 (plus the Grand Prix Pontiac). He said he was coming back again next year and to quote: "I won't be sitting in the middle!"

HOLBERT SCORES

The under 2-liter race was all Bob Holbert, Porsche RS61, as he outdistanced and outlasted some of the finest under 2-liter machinery ever assembled. Jack Brabham (Lotus 23) kept hounding Bob, but mechanical ails dropped him back. Innes Ireland's Lotus 19 ran out of brakes, also putting him out of the show. Don Wester followed Holbert to the wire in his RSK, while Skip Hudson kept the hopes up in the Arciero camp by

**JOHN HILL'S
SPORTS CAR SERVICE**
10147 VENICE BOULEVARD
CULVER CITY, CALIF.
VERmont 7-1779

GOOD YEAR RACING TIRES

- MORE RUBBER ON THE GROUND
- THREE TREAD COMPOUNDS
- FULL RANGE OF SIZES
- ALL SIZES IN STOCK
- DELIVERY AT THE RACES

CARROLL SHELBY
1042 PRINCETON DR.
VENICE, CALIF. EX 16389

**New Location
AL CADROBBI'S
WERKSTATT**
Porsche - Volkswagen
Specialists

10371 W. Washington Blvd.
Culver City, Calif.
VE 8-7531 UP 0-4691

More on Penske's Controversial Car

Continued from Page 2

Phil Hill said: "No comment." Local constructors, Warren Olson, builder of the Scarab, and Dick Troutman of Troutman-Barnes, builder of the Chaparral, were also of the opinion that the Penske car is illegal. All of the above-named people were personally polled by me.

One surprising and infuriating aspect of this whole affair has been the number of other people who feel that Penske was merely "smart," and that rules were made to be broken. It is a sad commentary on the moral attitudes of part of our generation.

DRIVERS GOOD SPORTS

On the other hand, it was gratifying to learn of the high standard of sportsmanship displayed by Penske's competitors. Not one of them would criticize Roger, or would file a protest, or even complain, as far as I know. When questioned, they merely stated that the car was illegal and went about their business. They didn't like the Penske car, but they were too proud to complain.

These are the men of real stature in racing, and I salute them all. They are the ones I admire and respect. These are the men who make me feel proud to be a part of this sport. It is my desire and intention to encourage

placing their new Lotus 23 in the 3rd spot.

Before the Grand Prix (?) a Form. Jr. race was staged. It looked like Ed Leslie was going to do it again. He borrowed Harry Martin's Lotus 22 to win at Riverside, and now had a brand-new car for Laguna, having just flown in one of Chapman's TEAM cars (THE TEAM car that Peter Arundell drove to the championship, no less.). Ed drove both his new mount and Martin's car just to see if there was a difference. There was, to the tune of 1.5 sec.

Anyways, Ed blasted to the fore and left Walt Hansgen (Cooper), Pete Lovely (Rosebud Lotus) and Augie (Rent it here, leave it there) Pabst (Brabham) the privilege of fighting for 2nd spot. Hansgen soon disposed of the lot and Augie finally got by Lovely. With only four laps to go, Leslie was far from the field and looked to be running strong. One more time around was it. A rod suddenly made a quick escape through the side of the block, and kept up Ed's "Never-on-Sunday" bit. (He won the Saturday amateur go). Hansgen, surprisingly, found himself a winner, with Augie making it 1-2 for Briggs Cunningham.

RETREADS

World's safest retreads now available in 2 new tread designs



"R-5" RACING CAP

Our latest racing tread design created for and by race drivers. 100% NATURAL RUBBER specially compounded to our rigid spec is used to rebuild your racing tires. Most of the winning drivers use our "R-5" caps.



"B-7" STREET CAP

Our newest design created for superior road holding, cornering, long wear and sure-footed wet weather traction. A "street cap" featuring 100% NATURAL RUBBER. Now available at low, competitive prices. Write today for special mail order offer.

Send today for money saving prices and special mail order offer
GARDNER-REYNOLDS, INC.
Dept. MR-4758 E. Olympic Blvd.
Los Angeles 22, Calif. • AN 9-0707

this type of man to maintain his interest in our fascinating sport, rather than abandon it in disgust. That is my only motive in lowering the boom with full impact on both Penske and USAC. It is "pour le sport."

The observation has been made that many of today's sports cars could not pass a strict FIA technical inspection. While probably true, the nature of the violations is almost without exception of minor importance. Things like door dimensions, windscreen dimensions, and spare tire size are frequently violated.

No one seems to mind, really, because the spirit of the regulations is generally complied with. When you abandon the absolute concept, you must substitute judgment as to the spirit and intent of the regulation, and determine the gravity of the violation. No one has seriously objected to this practice.

My concern is not with this policy. It is with an unusual situation which I feel represents a gross miscarriage of justice, the ramifications of which could be very damaging to the international aspects of this sport. I call upon USAC officials to review their decision on the Penske car; and I call upon FIA officials to close the loophole which was utilized in this case.

PRAISE FOR JIM HALL

In closing, I would like to single out Jim Hall for his inspirational contribution to the sport. Jim has enough money to write a check for the best European sports car ever built. Yet he chose to do it the hard way and build his own car (to FIA specs) and use an American production car engine to boot.

In my book, Jim Hall won the Grand Prix at Riverside. His intelligence, courage, skill, perseverance, determination, and nobility of character are exceeded only by his modesty. If they ever establish aristocracy in Texas, Jim Hall will be in it for sure. For my money, he already is.

Well, I guess we all make mistakes. The important thing is to try to correct them.

Riverside Payoffs

Roger Penske, Gladwyne, Pa.	\$12,750
Grand Prix over-all prize	4,000
Value of Grand Prix Pontiac	4,500
First in class	2,500
Lap money (56 laps)	1,400
Fastest qualifier (Dean Van Lines)	200
Champion spark plugs	150
Jim Hall, Midland, Tex.	2,375
Second in class	2,000
Goodyear tires	250
Champion spark plugs	125
Masten Gregory, Kansas City	1,500
Third in class	1,500
Bruce McLaren, New Zealand	1,000
Fourth in class	1,000
Ken Miles, North Hollywood	750
Fourth in class	700
Champion spark plugs	50
Augie Pabst, Milwaukee	500
Sixth in class	500
Innes Ireland, Scotland	2,150
First in 2-liter class	2,000
Champion spark plugs	150
Don Wester, Monterey	1,625
Second in 2-liter class	1,500
Champion spark plugs	125
Bob Donner, Colorado Springs, Colo.	1,150
Third in 2-liter class	1,000
Auto-Lite spark plugs	150
Don Hulet, Van Nuys	825
Fourth in 2-liter class	700
Auto-Lite spark plugs	125
Ron Dykes, Palo Alto	550
Fifth in 2-liter class	500
Champion spark plugs	50
Pete Lovely, Seattle	300
Sixth in class	300
Dan Gurney, Costa Mesa	625
Lap money (21 laps)	525
Finished 31 laps	100
Joachim Bonnier, Switzerland	200
Fastest qualifier 2-liter (Dean Van Lines)	200

\$100---31-lap finishers) --- Bill Weustoff, Milwaukee; Chuck Daigh, Long Beach; Harry Heuer, Powers Lake, Wis.; Jack Brabham, Surrey, Eng.; Alan Connell, Ft. Worth; George Grinzewitsch, Sacramento (plus \$100 more from Auto-Lite spark plugs); Jerry Grant, Kent, Wash.; Lew Florence, Seattle; Lloyd Ruby, Wichita Falls, Tex.; Pat Pigott, Bellingham, Wash.; Frank Monise, Pasadena; Bill Boldt, Torrance; John Cannon, Montreal.

FORMULA CAR RACE --- Ed Leslie, Monterey, \$600; Augie Pabst, Milwaukee, \$400; Pete Lovely, Seattle, \$200; Jack Nettercutt, Los Angeles, \$150; Walt Hansgen, Westfield, N.J., \$100; Floyd Askov, Boston, \$100; Chuck Gounis, Redondo Beach, \$50.

Problem: how to make the Best Sports Car Better

Add roll up windows
Wrap around windshield
One finger top
Opening back curtain
Wind wings

**the New 1963 AUSTIN HEALEY
3000 SPORTS CONVERTIBLE**

On those cold mornings (when icicles hang on your every breath) you step into your Austin Healey Sports Convertible—roll up the windows—crack the heater a little—and you have all the comfort of your venerable sedan. When the warming sun comes out, you just unlock two easy to reach clasps—flip the top back—roll down the windows—and you're driving the World's most exciting sports car!

SPECIAL CLEARANCE DISCOUNT
1962 AUSTIN HEALEY MK II ROADSTERS STILL AVAILABLE IN LIMITED NUMBERS

See and drive it today!

ON DISPLAY AND AVAILABLE FOR IMMEDIATE DELIVERY

hambro
DISTRIBUTORS, INC.
LOS ANGELES DIVISION

Classified Ads

HOW TO USE MOTORACING CLASSIFIED AD PAGE

BY PHONE: In Los Angeles call AX-minister 2-0287. (This is the number for the classified Dept. only.)
IN PERSON: Come to 4041 Marlton Ave. in the Crenshaw Shopping Center, next to Barker's (This address is for the Classified Dept. only.)
BY MAIL: Send your ad to Classified Dept., MOTORACING, 4041 Marlton Ave., Los Angeles 8, California.

RATES —
75c PER LINE, one time.
MINIMUM: 5 lines. **CONTRACTS:** Apply for rates.
RE-RUNS: 2nd and 3rd times, less 10% each; 4th and thereafter, less 15% each. Same copy.
HEADLINES, ETC.: Large headlines, box borders and 2-column ads available at modest charge.
"POSITIONS WANTED": Less 15%, payable in advance.
AGENCY COMMISSION: 15% commission payable to accredited advertising agencies.

SPORTS CARS

"D" Jag., XEX Krause, '62 Chevy eng. Street or race. \$4,500. Trade OK XAZ 545.
HO 6-2005 — LO 4-4426
Los Angeles, California

Corvette

SUPER SPORT CAR #83
Ready to Race
2 rear ends, 10 tires, 8 extra wheels.
Week Ends — NE 1-3698
11527 Long Beach Blvd.
Lynwood, California

'61 3.8 Jaguar Sedan
AUTOMATIC TRANSMISSION
POWER STEERING
AM-FM RADIO, HEATER
European factory Air Conditioner
WHITE SIDE WALLS
Metallic Finish Like New
Matching Leather Interior
Bought & Driven In Pasadena
Local Low Miles

KRELL BUICK
Pasadena Preferred
1095 E. Colorado, Pasadena
Calif. MU 1-9979

GEMINI F-JR MK. 11, 90 HP
Ford 105E Factory team car. Excellent condition, recent factory overhaul. \$2,100. Allan Arnold, 3054 Heather Rd., Long Beach 8, Calif. Phone: 421-2963.

LOTUS 18 JR.

No time on Marco prepared Cosworth 1,000 engine. Latest 20 specs and gearing with easy loading trailer.
Asking \$2,200
Bob Devlin — PR 6-9568
830 Green St. San Francisco, California

ELVA FORMULA JR.

Brand new, never run, latest car from factory, 1100 cc Cosworth engine, 5 speed VW trans. \$4,800.
1961 ELVA FORMULA JR.
1,000 cc BMC engine, 4 speed VW trans. Excellent condition. \$2,500.
Chuck Gounis
134 Paseo De La Concha
Redondo Beach, California
FRontier 8-2677

VASEK POLAK



FR-4-2485—SP-2-2676

Sales, Road & Racing Service

356 So. Sepulveda
Manhattan Beach, Calif.

AC BRISTOL SPECIALIST

FINEST IMPORTED CAR REPAIR
SERVICE IN THE CITY!

STU HAGGART SPORTS CAR SERVICE

parts and service
for all imported cars.

10429 W. WASHINGTON BLVD.
CULVER CITY UPon 0-3139

SPORTS CARS

Formula Jr. Lotus 18 Mk. 20 Eng.

Specs all new 1,100 cc eng. & close-ratio gears. Ready to race. Best offer over \$2,500.
Tom Milana, 10707 Landale St., No. Hollywood, Calif.
TR 7-2222 or HO 6-3553

EQUIPMENT FOR SALE

Tonneau Covers

SPORTS CARS
& T-BIRDS
New \$10 apiece
845 N. Harvard Blvd.
Los Angeles, Calif.
NO. 1-1456 after 7 p.m.

PERSONALS

Please call Headquarters.

1934 Aston Martin Wins Best In Show

By GENE BABOW
Special to MOTORACING

PALO ALTO, Calif., Oct. 6—The third annual Concours d'Elegance sponsored by the Jaguar Associates Group (JAG) here was superior in many ways to the two previous successful shows.

Town and Country Village was ideally suited to a display of more than a hundred fine cars, imported and domestic; a larger crowd of spectators found convenient parking space, and a greater effort had been made to assemble Jaguar models from the very first up to the latest XK-E and Mark X saloon. A group of eminent judges made the following selections:

Best in Show, Saul Miller's perfectly-restored British racing green 1934 Aston Martin; Sports cars under \$3,000, Michael De Sota, MGTC; Over \$3,000, Richard Lenz, XK 120 Jaguar; Open Tourers, Art Raynor, Porsche and A.E. Simmons, Mercedes; Fixed head under \$3,000, Richard Miller, MGA; Over \$3,000, George Newell, Aston Martin; Saloons under \$3,000, R.C. Kost, VW; Over \$3,000, Richard Braun, Corvette; Foreign Custom, Jerry Scheberle, AC Outlass; Domestic Custom, Frank Volta, American Austin; Sports Racing, Ben Spencer, Ferrari Testa Rossa; Open Classics, Rex Hardy, Aston Martin; Closed Classics, William Schmidt, Lincoln Continental; Vintage, George Donajski, Ford Cabriolet.

A special Jaguar Cars Inc. award was won by Saul Miller's 3.8 Jaguar Saloon.

Plaistad Wins At Thompson

By BARBARA WEAVER
Special to MOTORACING

THOMPSON, Conn., Oct. 14—Stutz Plaistad of Salem, Mass., driving a Grand Prix Lotus, broke his own record with his race-winning average of 71.51mph in the final race of the season here today. Plaistad's pace in the Formula Libre race was by far the fastest in the day's seven-race program of 10-lappers. Fighting for second place overall and a win in the Formula Junior contingent were teammates Bill Smith and Peter Revson, both in Lotus XX's. Smith, the eventual winner, also set a new record of 71.25mph, with Revson less than a car length behind. John Field, Formula III Cooper, again took first place in that class with a comfortable margin at 65.14mph.

COHN BATS 100%

Le Cercle Concours d'Elegance set up the Encino Jr. Chamber of Commerce 3rd annual concours earlier this month —this year at the new Sherman Oaks Fashion Square. Bud Cohn, Le Cercle's concours chairman, entered five cars and took home five trophies.

BOY FOR GINTHERS

BRM factory driver Richie Ginther and his wife Jackie last fortnight became the parents of a baby boy, their first.

Other Races Covered In Next Issue

Because of lack of space, other races held at Riverside Nov. 13-14 and the following weekend at Laguna Seca will be covered in the next issue.

The 3-Hr. Riverside enduro was won by Doug Hooper in Mickey Thompson's new Corvette Stingray, while the Form. Jr. was won by Ed Leslie in a Lotus 22.

BODY AND FENDER CONCOURS-TYPE PAINTING ALL IMPORTED CARS AND RACING CARS

FRED SEBALD'S BODY SHOP

Aluminum Specialists — Free Estimates
1240 So. Brand Blvd. Phone 245-7254 Glendale 4, Calif.

ARE YOU HAVING ANY FUN?



BOB CHALLMAN

ECURIE SHIRLEE CORPORATION
2301 SEPULVEDA MANHATTAN BEACH

FR. 6-8833

Sales-Service Lubrication for all imported cars



SPECIALIZING

IN IMPORTS

JERRY SCANLON

9760 GLENOAKS BLVD. • SUN VALLEY, CALIFORNIA • TR 7-1129 • RO 7-3605

SUBSCRIPTION ORDER

MOTORACING - 1Yr. \$4; 3 Yrs. \$10

CLIP THIS COUPON-ATTACH REMITTANCE-MAIL TO:
MOTORACING, P.O. BOX 392
Culver City, Calif.

Name

Street

City Zone State

Air Mail \$6.50—1 Yr. for U.S., Hawaii, Canada, Mexico

(Foreign Subscribers Submit International Money Order Only)

☐ New Subscription

☐ Renewal

VIGNETTES

Continued from page 3

expansion of parking area, excellent portraits of the drivers in the Hq. Bldg. . . and all the facilities for, and treatment of, the press at the LA TIMES race were tops.

Also: the new 1100cc MG sedan and the "Spanish Fly" lapel pins given to the press at the big BMC-Hambro freeloader.

We Nominate for Oblivion —

The Cal Club diehards who failed to abide by the agreement to select a new name for the allegedly-merging CSCC-SCCA and USSCC groups.

What They're Talking About —

LINDLEY BOTHWELL'S name on the Cal Club's "Report Re Interim Board," a wholesale patois winding up by saying efforts were unsuccessful in merging of the two clubs (names of two of the three Cal Clubbers at the bottom were misspelled!) . . . Failure of the merger (catch what I wrote in this space last issue---BEFORE the fizzle was announced). . . Operation class-H-Beat-Lindqvist, with efforts being pooled at Rocketdyne, Bendix & Douglas, (DR. RICHARD SCHOENEN also wants IL to watch out next year., since he's getting a Genie from JOE HUFFAKER and stuffing a twincam Fiat mill in it) . . . Why that Cal Club Pharaoh (who refuses to get off the bd.) doesn't tell Flack HANK KONYSKY the real reason why the Dodger Stadium race dates were changed from Nov. 3-4 to 10-11. (The handout said reason was because all the CSCCers had been working on the Riverside race. Wonder if there isn't a zoning problem and strong opposition to staging of races in Chavez Ravine?). . . USSCC thinking about staging races at Pomona Nov. 17-18 . . . Phil Hill's refusal to comment on the Penske car at Riverside . . . LESTER NEHAMKIN'S run-in with L. LESOFSKY at Riverside, and also trouble with another photog . . . The new sports Lotus Elan w/1500 ohc Ford-Lotus engine, backbone chassis & all-independent suspension . . .

Marginal Notes

AL PAPP, who is now an Intl. race coordinator, came back from Puerto Rico to work on the Chavez Ravine course, but then was due to leave again to resume working on the circuit for the island races, Nov. 2-12. A Slick airfreighter was due to transport some cars from San Francisco to PR last week. . . During talk in No. Calif. last week on ROGER PENSKY'S disputed car, COUNT DAN VON HERMAN, the liquor nabob from Sebastopol, indicated he might convert a Form. 1 car into a sports car by the simple expedient of adding cycle fenders. The machine he bought is the Form. 1 2 1/2 -liter Cooper which JACK BRABHAM raced to win the world title. He got the car without an engine, would like to use a Buick or Chevy mill. Hell, cycle fenders would make it a sports car . . . And PETE BIRO tells of the showing of the Ford Mustang sports car at the big freeloader at DEL WEBB's TownHouse in San Francisco. Someone ventured that AUGIE PABST should be on hand to drive the new sportster into the pool (as he did with the Falcon at Monterey last year). And just then, guess who walked in, completely unaware of the Ford shindig that was going on? None other than Augie Pabst. He did not steer the Mustang into the pool . . .

I talked to a lot of people who took in EARL CALLICUTT'S TV airing of the Riverside race, and their cheers were lustier for Texan JIM HALL than they were for Penske. Could it have been because of that controversial single-seater? Note the quote in LEE ADRIAN'S Laguna Seca story to the effect that Roger will be out here again next year, but this time in a two-seater. Guess he knows.

Johnny McLaughlin Motors

Complete Imported
Car Service
Honda Motorcycle
Sales & Service

14916 E. Arrow Highway
Baldwin Park, Cal. ED 8-9015

FOR SALE

WRC's Famed Birdcage Sprite Mk. 1 1/2
1961 model prepared & maintained
at Hollywood Sport Cars

Fully Proffied to Cal. Club Class
G; Potvim Cam, 9:1 pistons, Vanwall
bearings, 7500 tach., close-ratio box
HD springs, shot-peened crank &
rods, larger carbs, smooth-flow ex-
haust, etc.

Recent work — new rings, bear-
ings, clutch plate, timing chain, Ben-
dix fuel pump.

Price — \$1,595
Call WRC at HO 6-2111, Ext. 225

Marty's

FOREIGN MOTORS

BMW
FOR MAXIMUM ECONOMY
TRY THE FABULOUS



AIR - OIL RIDE
WITH

CITROËN



SPORT

ASK US FOR A DEMONSTRATION

MOTORCYCLES MOTOR SCOOTERS
UP 0-5071 EX 1-5730

Parts & Service for all BMW Isettas & Cars

4235 SEPULVEDA BLVD. CULVER CITY

"LEFTY" JENKINS

TIRE RETREADING FOR RACE OR STREET



4440 FIRESTONE BLVD.—LO-4-2471—SOUTH GATE, CALIF.

MOTORACING
P.O. Box 392
Culver City, Calif.

Second class postage paid at
Culver City, Calif., and
additional mailing offices.

DATED
MATERIAL

more
fine car
manufacturers
recommend
Castrol
than any other
motor oil
in the world!



Jaguar



Hillman

MORRIS



Austin



CASTROL OILS, INC., A Division of the Wakefield Group, World's Largest Exclusive Producer of Lubricants.